BookletChart™

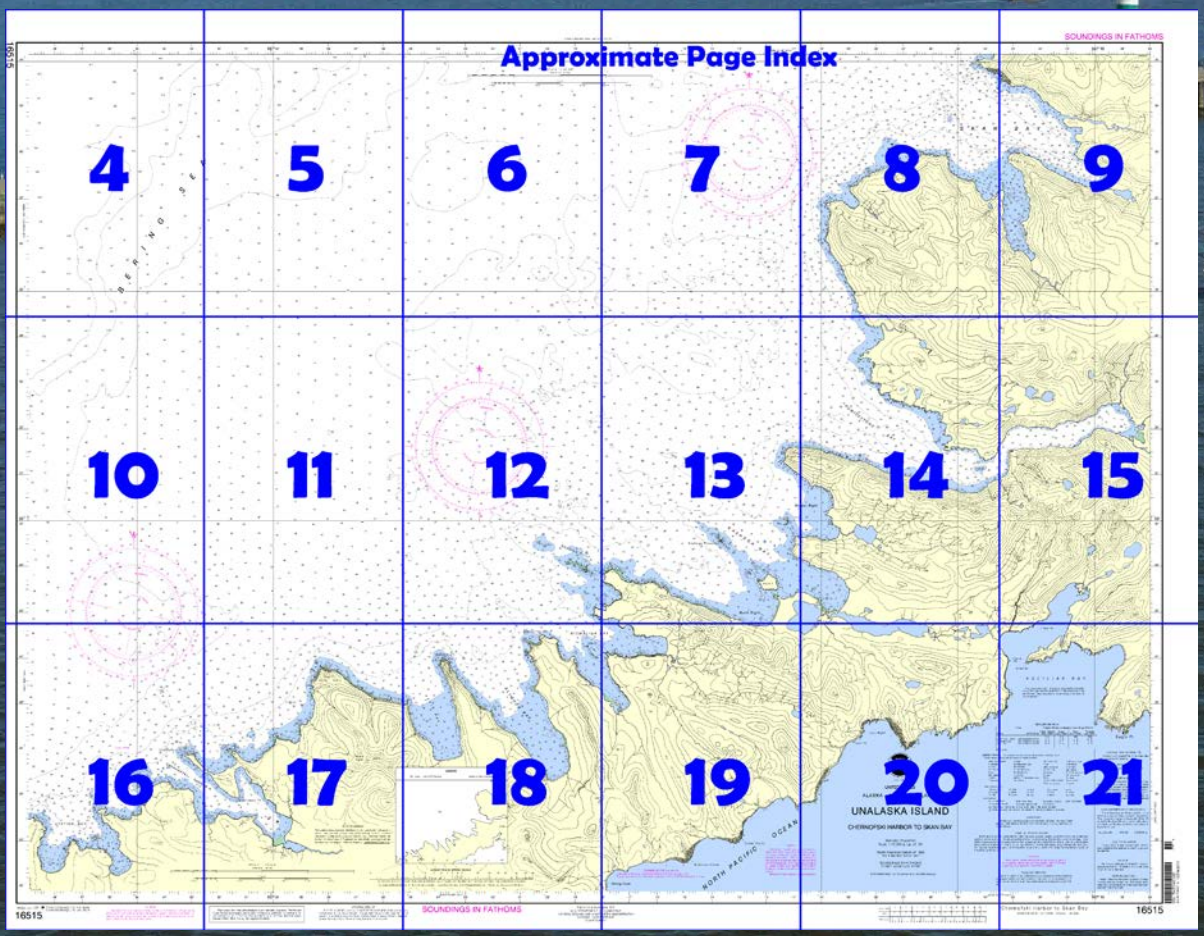
Unalaska Island – Chernofski Harbor to Skan Bay

NOAA Chart 16515

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

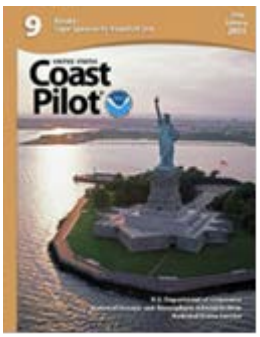
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16515.

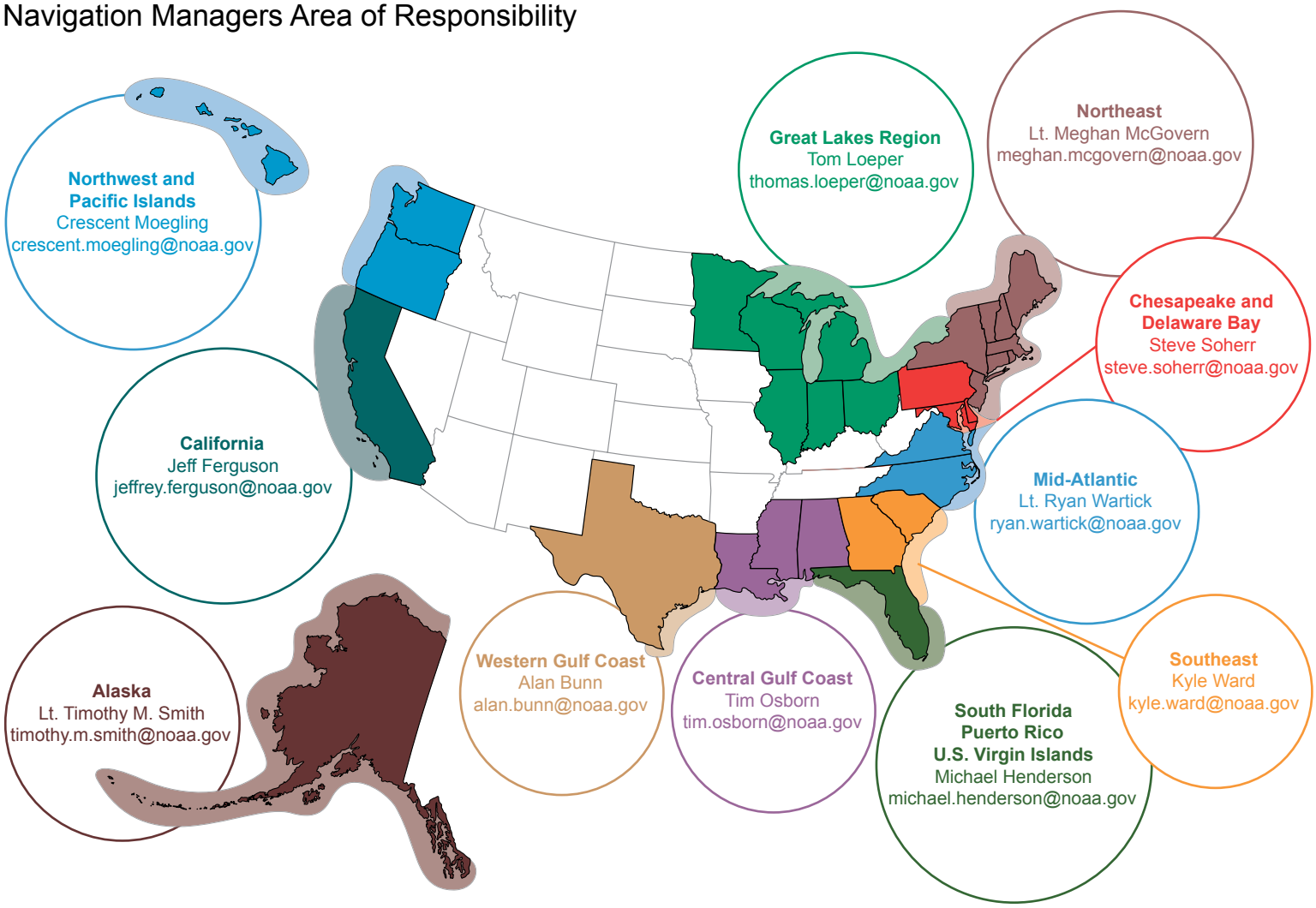


(Selected Excerpts from Coast Pilot)
Spray Cape, about 3 miles W of the SW entrance point of Skan Bay, is conspicuous from the N. A small islet, about 80 feet high, is close to shore off its NW side, and rocks covered at high water extend SW from this point.
The shore between Skan Bay and Spray Cape is fringed with pinnacle rocks and islets, and a bank, covered 6¾ fathoms at its outer edge, extends more than 0.5 mile offshore. In 2004, a visible wreck was reported about 0.4 mile offshore in 53°38'04"N., 167°07'30"W.
From Spray Cape the shore trends S for 3.5 miles to the entrance of Pumicestone Bay. It is high and steep, fringed by rocks. An anchorage with good shelter in SE weather can be found 0.4 mile from shore at the entrance to Pumicestone Bay in 20 fathoms off a small bight.
Pumicestone Bay, on the NW side of the long W extension of Unalaska Island, is 1.5 miles wide at the entrance, but narrows rapidly to less than 0.5 mile. The bay extends about 7 miles in an E direction with an abrupt S-turn to the N and E about 4 miles from the entrance. The turn is partially blocked by a small flat-topped island about 30 yards in extent and 36 feet high, leaving a clear channel 300 yards wide.
The N shore of Pumicestone Bay is formed by low, grass-covered hills. The shore is extremely rocky and rugged, the bluffs having a general elevation of 50 feet. The S shore is almost vertical and is characterized by many slides. The bay is divided by the turn into an outer and an inner bay. The inner bay is almost surrounded by high, precipitous mountains, except at the head where the mountains recede from the shore, leaving a narrow, flat grassland some 200 to 400 yards in width.
Two large streams flow into the bay, one on the NE and the other at the S side of the head of the bay. At the turn of Pumicestone Bay is a strip of shingle beach on the E side, backed by a narrow strip of grassland, that extends to the high bluffs in back of it. A conspicuous waterfall about 800 feet high is at the S end of the beach.
The outer bay is very deep. The water shoals gradually from over 40 fathoms at the entrance to less than 30 fathoms at the turn. There is little shoal water suitable for anchorage, and no protection from W weather.
At the head, the inner bay widens forming a basin 0.5 mile in diameter where good anchorage may be found in 20 fathoms or less. The SE part of this basin shoals abruptly from 10 fathoms to less than 1 fathom.
Kashega Point, on the S side of the entrance to Pumicestone Bay, is 1,447 feet high and deep water is found close to its N shore.
About 1.5 miles S of Kashega Point is a bold rocky island about 80 feet high, 600 yards from shore. **McIver Bight**, about 1 mile in diameter, indents the shore E of this island. Good anchorage can be found in the center of the bay in about 10 fathoms with the island bearing W. The bay is exposed to the W and NW, but small boats can find some shelter from W weather by anchoring closer to shore. The SE part of the bay has depths of 2 to 4 fathoms.
Kashega Bay is on the NW side of the long W extension of Unalaska Island and about 25 miles from Umnak Pass. At the SW side of the entrance is Buck Island, low and grassy. About 1.5 miles NW of **Buck Island** is a narrow rocky ledge that extends NW about 0.4 mile on which are the two conspicuous **Kashega Pinnacles**. The outer one is about 95 feet high, the inner one about 35 feet high. These pinnacles are the most conspicuous landmarks in approaching the bay. About 0.3 mile NW of the higher pinnacle is a small rock 5 feet high.
The bay has a navigable entrance 0.5 mile wide and is about 1.5 miles long in a SE direction. **Kashega**, a small village at the SE end, has a school, church, sheep-ranch buildings, and a few houses. The village shows seaward through a small angle and then is not visible until arriving well inside the bay. Neither a post office nor supplies are available. The anchorage in the bay is exposed to the NW and the holding bottom is reported none too good. In proceeding to the anchorage, favor the N shore to avoid a kelp-marked 2¼-fathom shoal 250 yards from the S shore and 0.5 mile NW of the village church; anchor in 6 fathoms with the church bearing about **165°**.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Navigation Managers Area of Responsibility

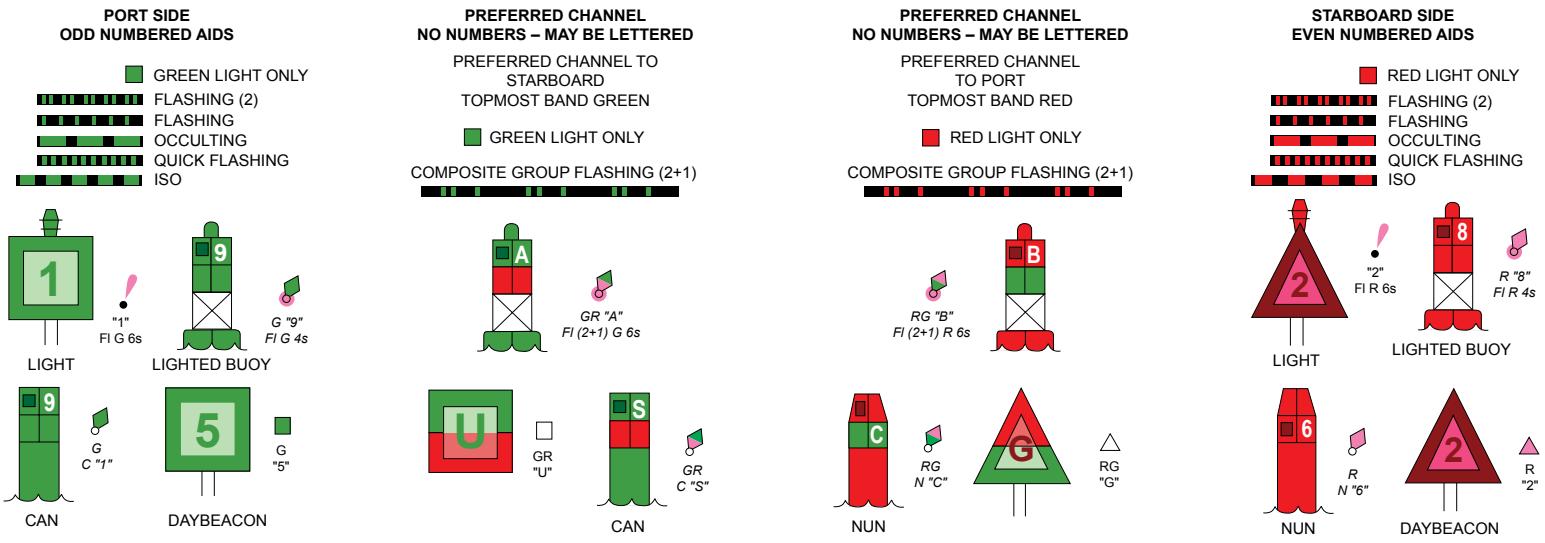


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

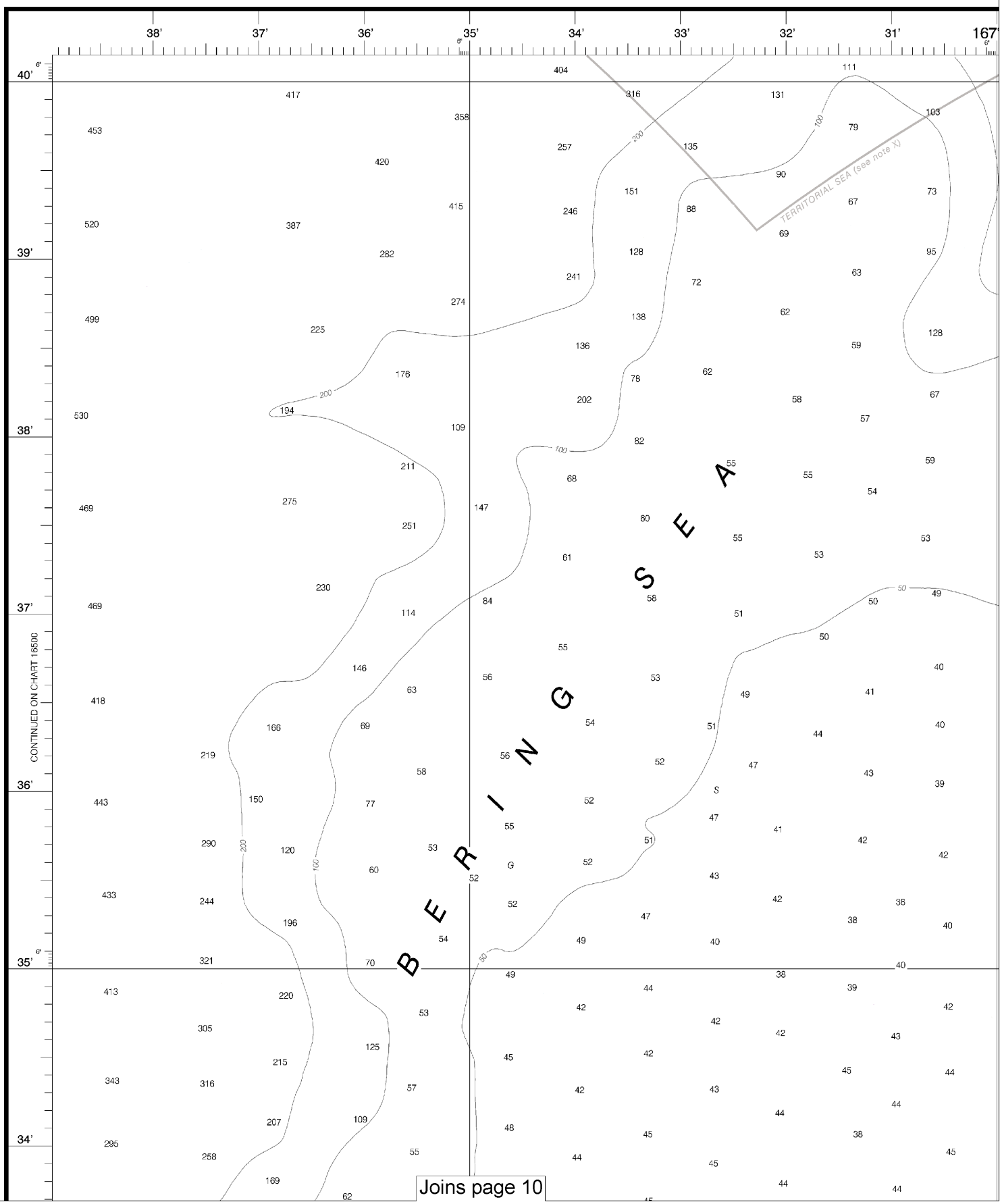
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

16515



4

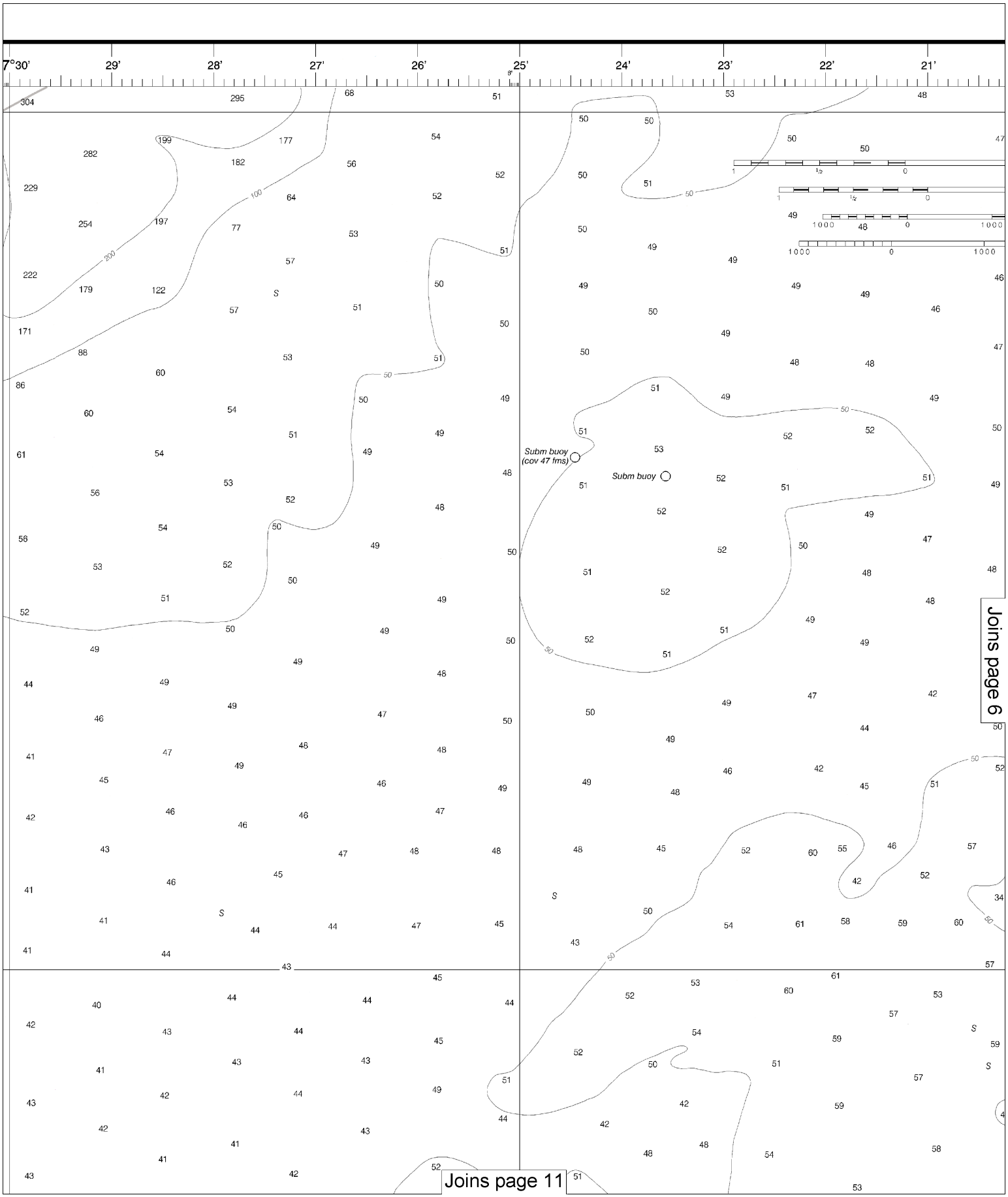
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

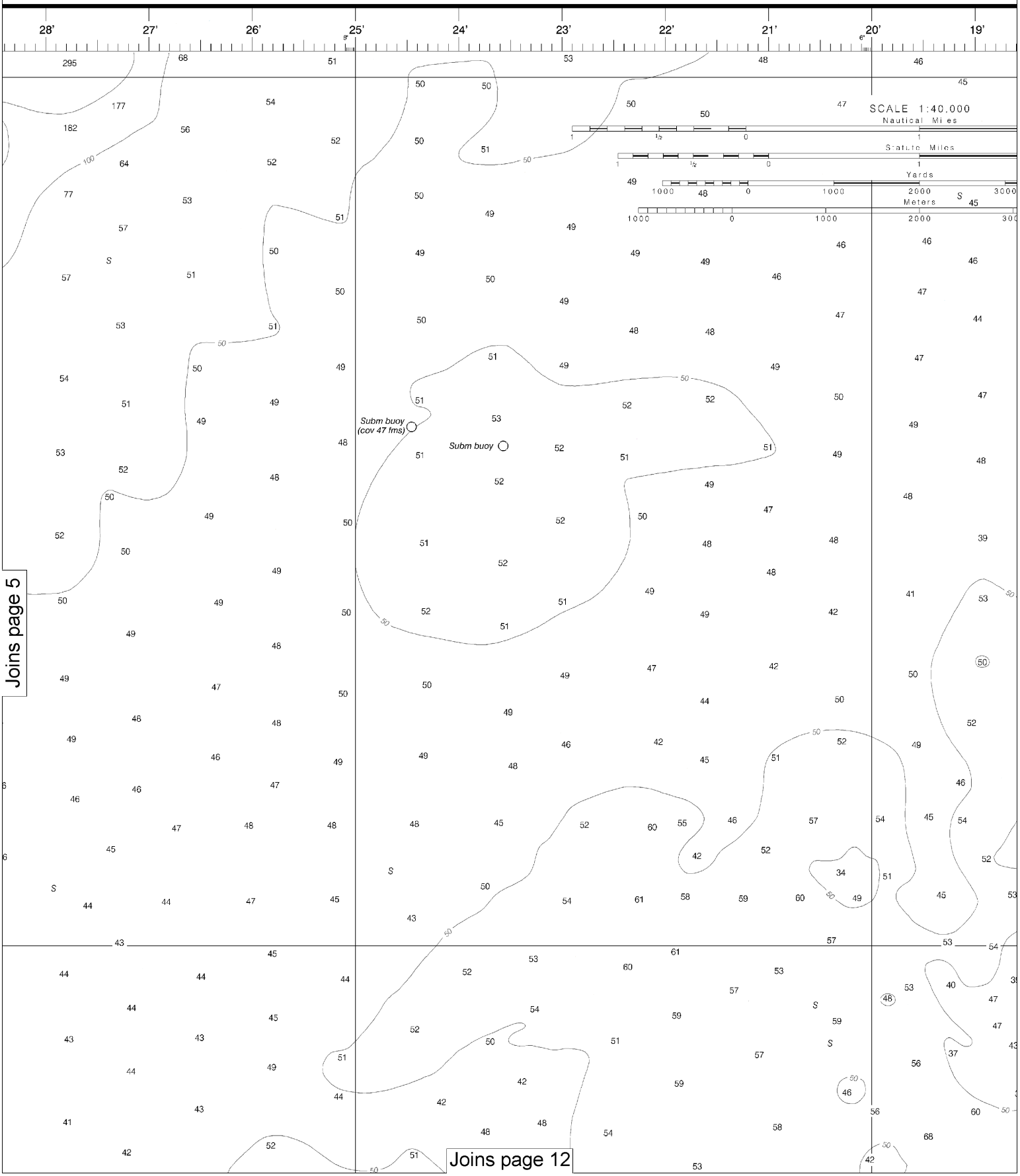
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



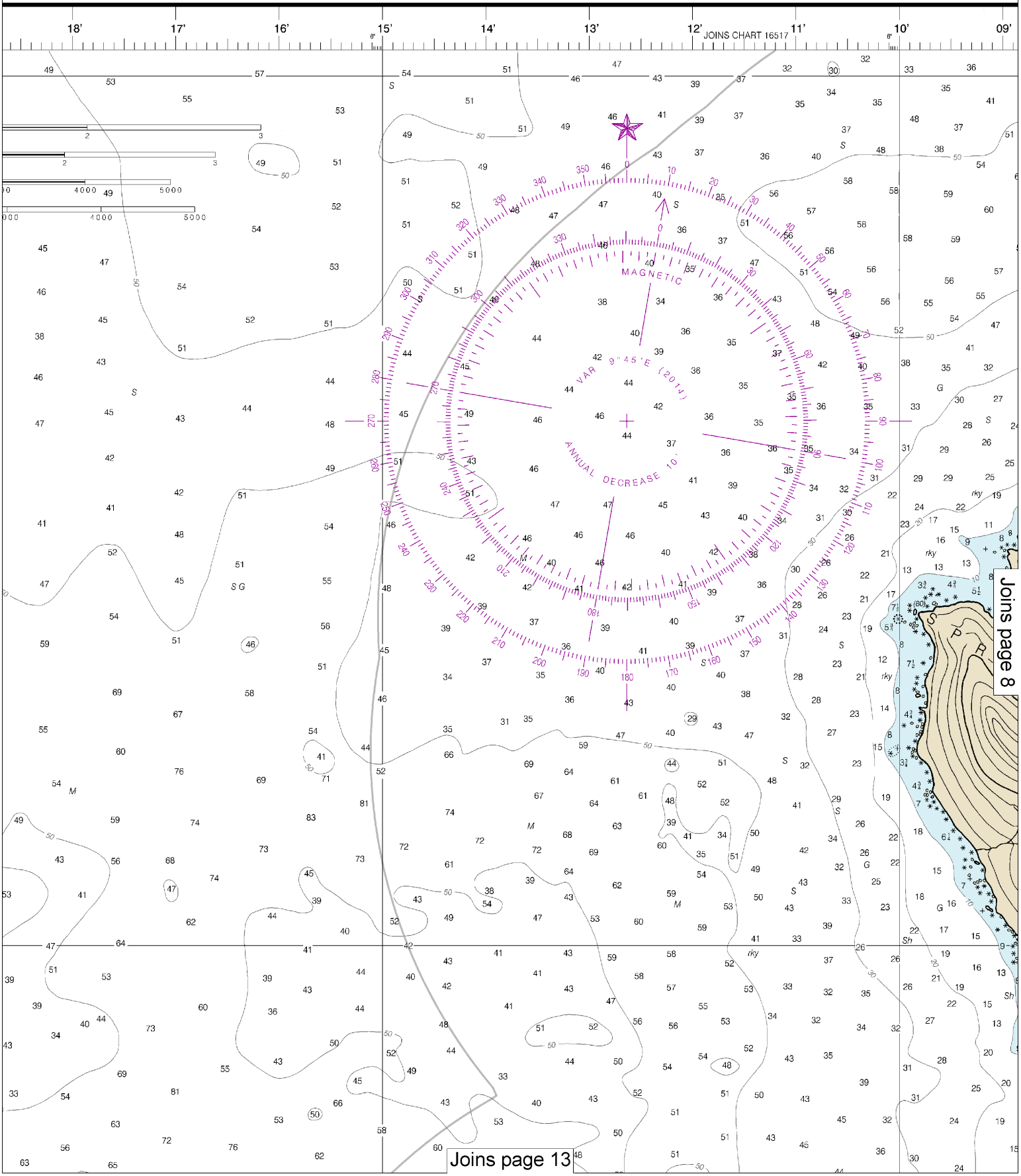
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



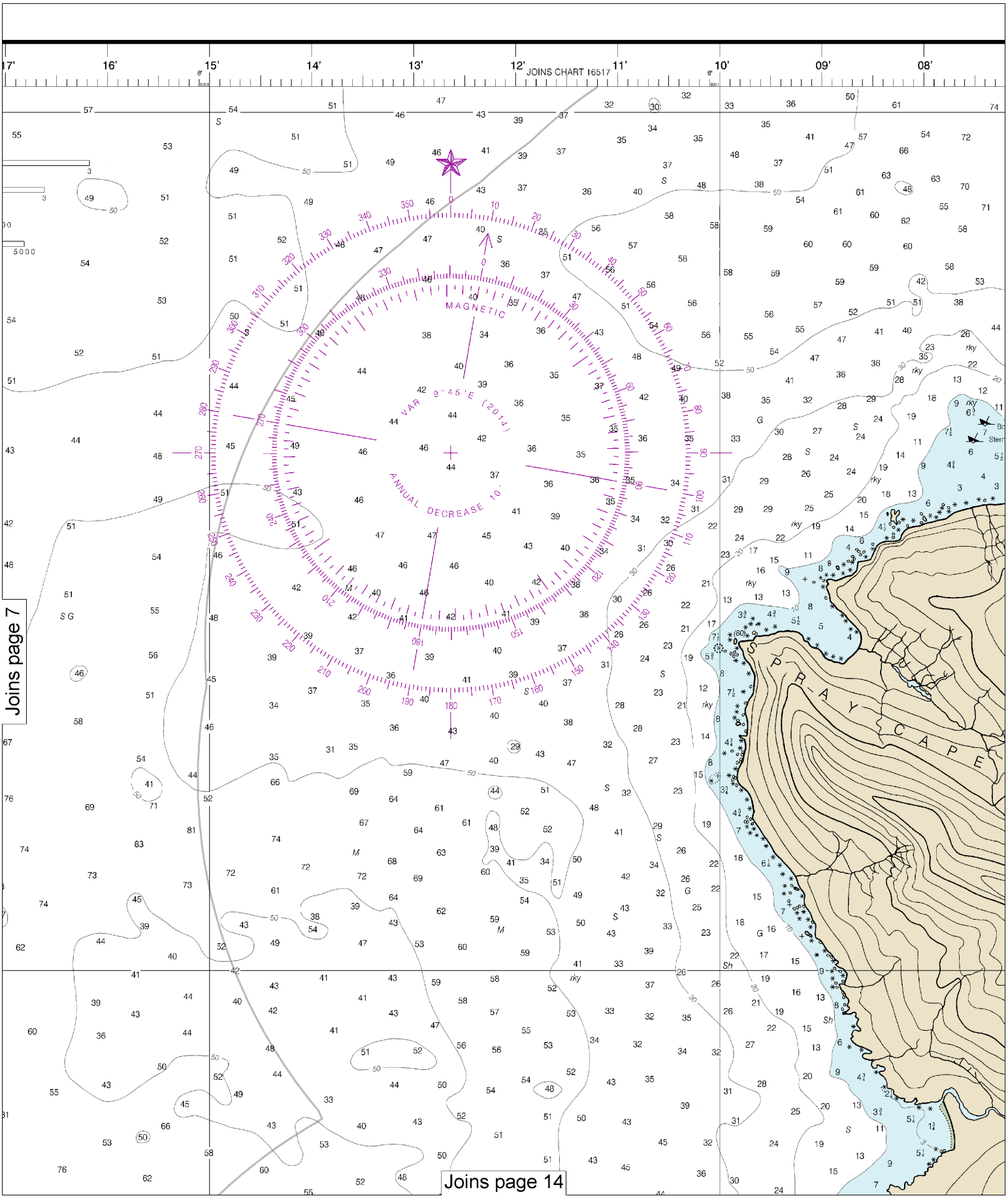
Printed at reduced scale. ~~SCALE 1:40,000~~ Nautical Miles See Note on page 5.

Yards

Note: Chart grid lines are aligned with true north.



8th Ed., May 2014. Last Correction: 9/7/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)
nauticalcharts.noaa.gov



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

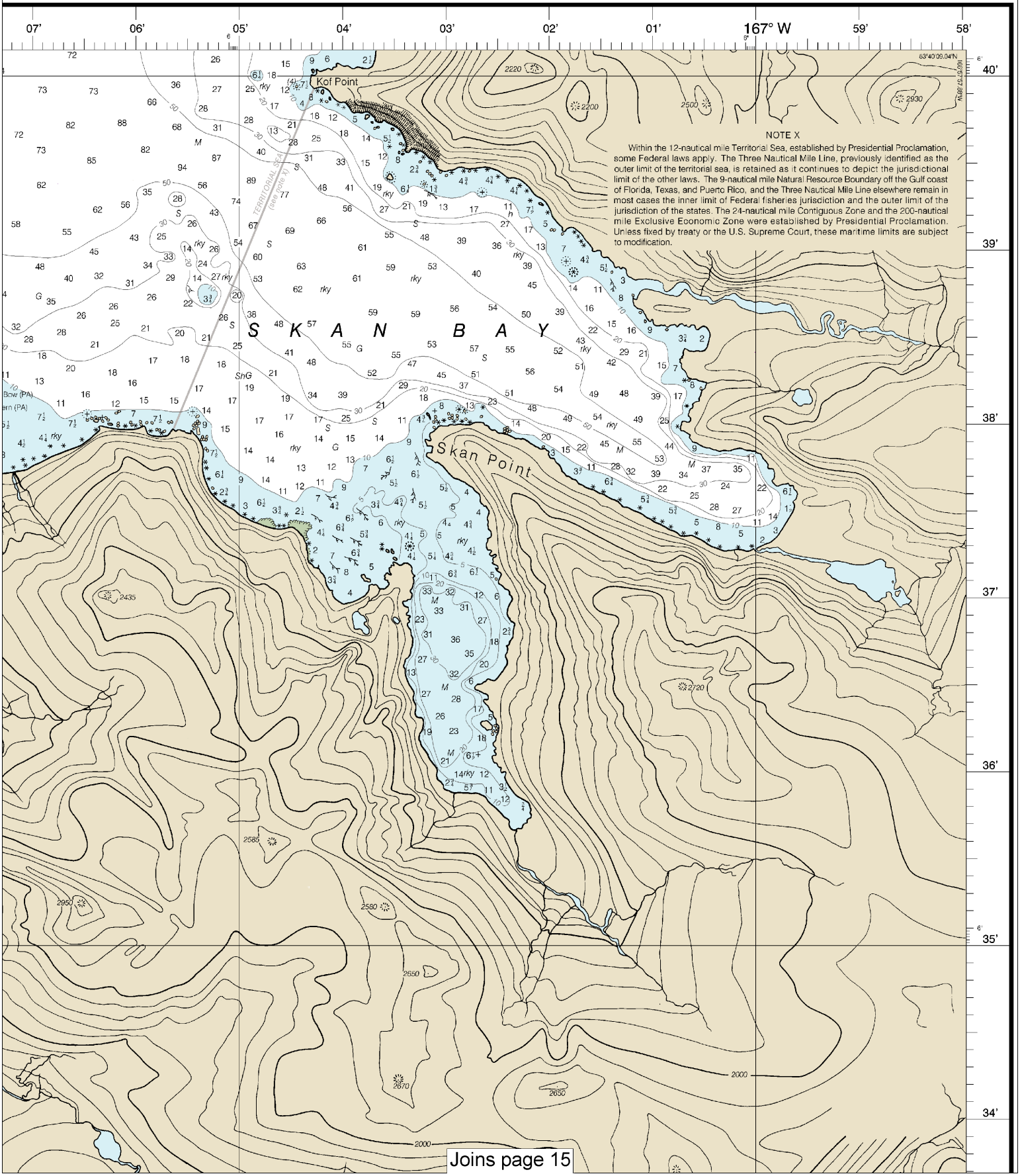
Nautical Miles

1 ½ 0 1 2 3

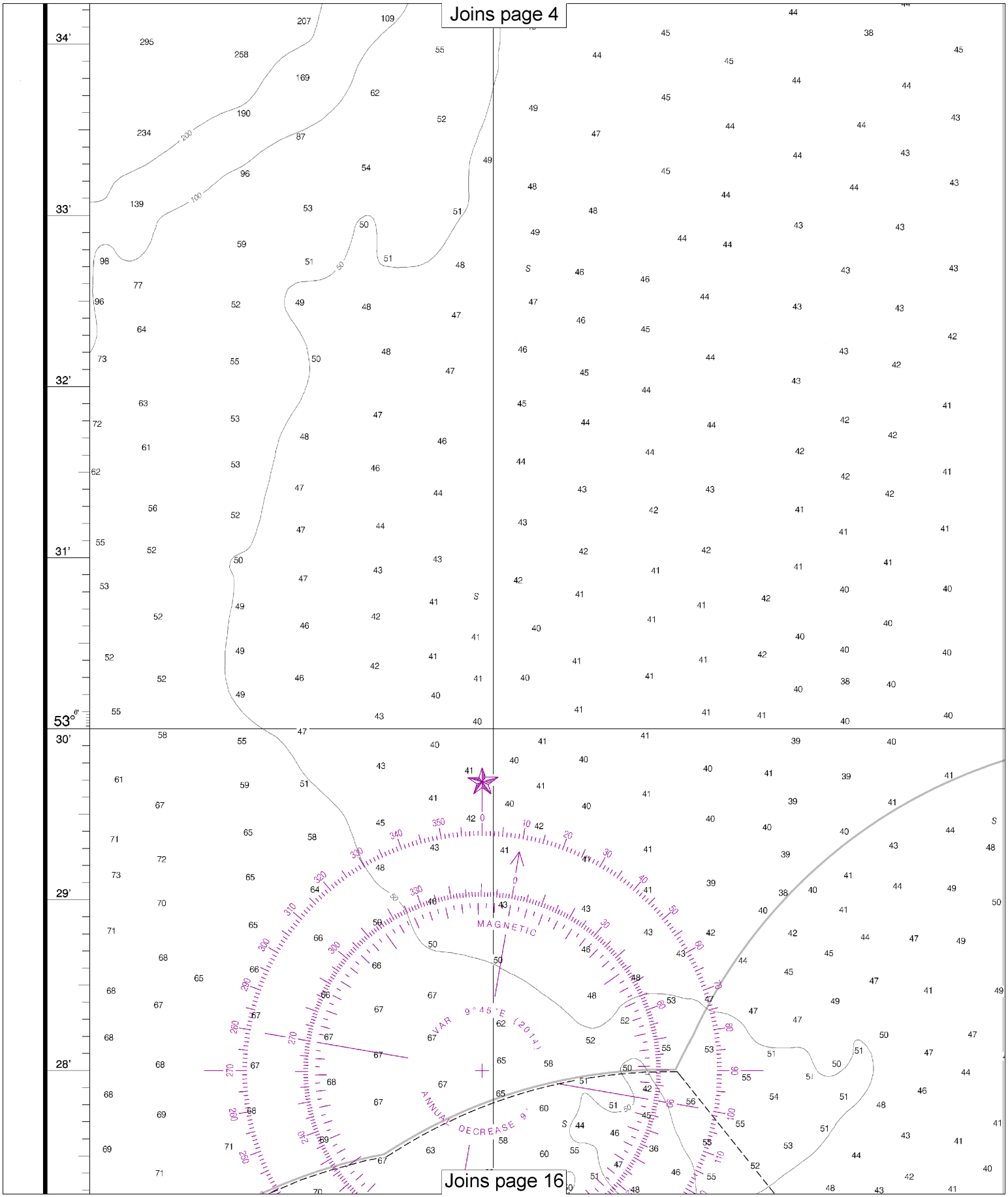
Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 15



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

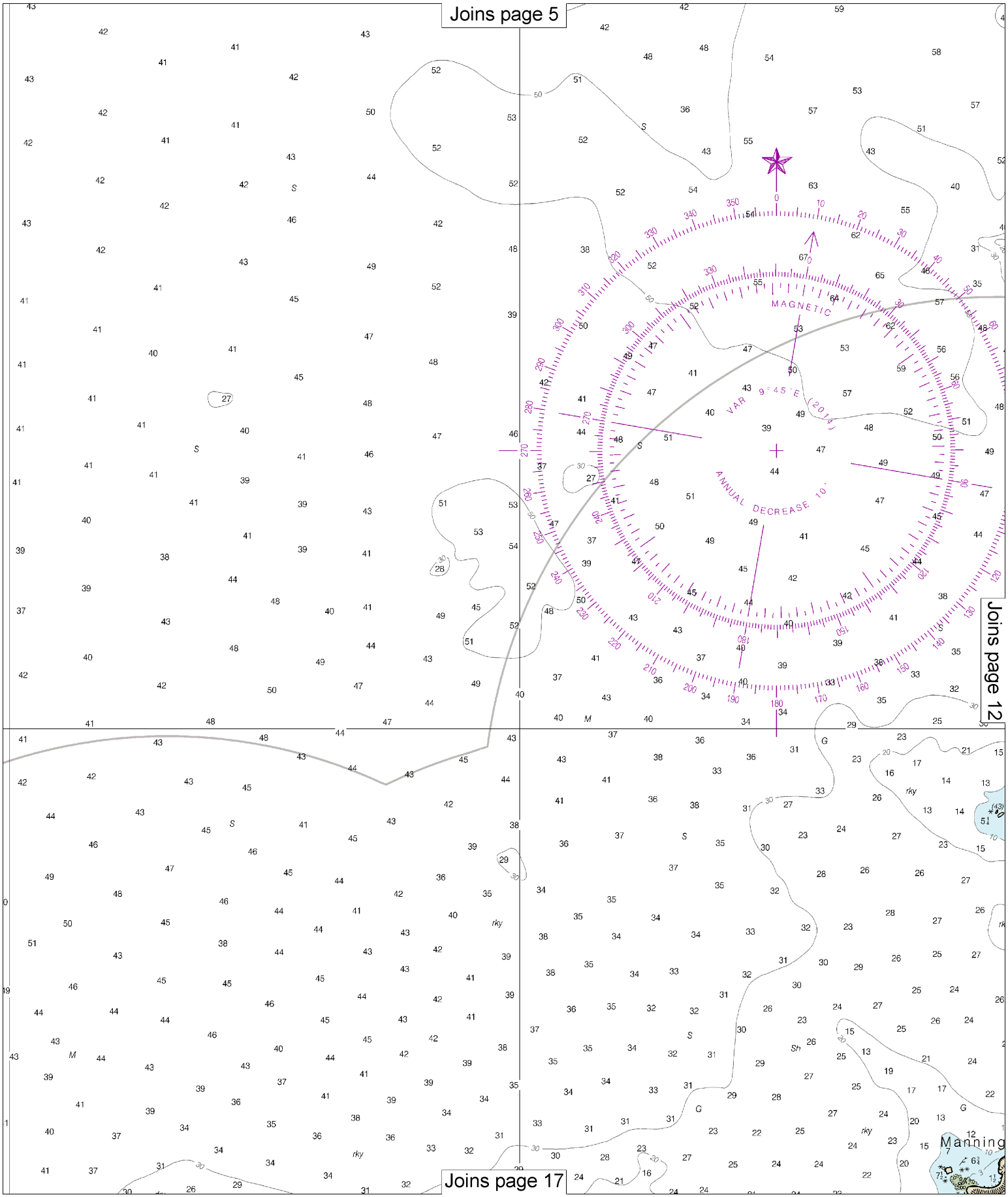
Nautical Miles

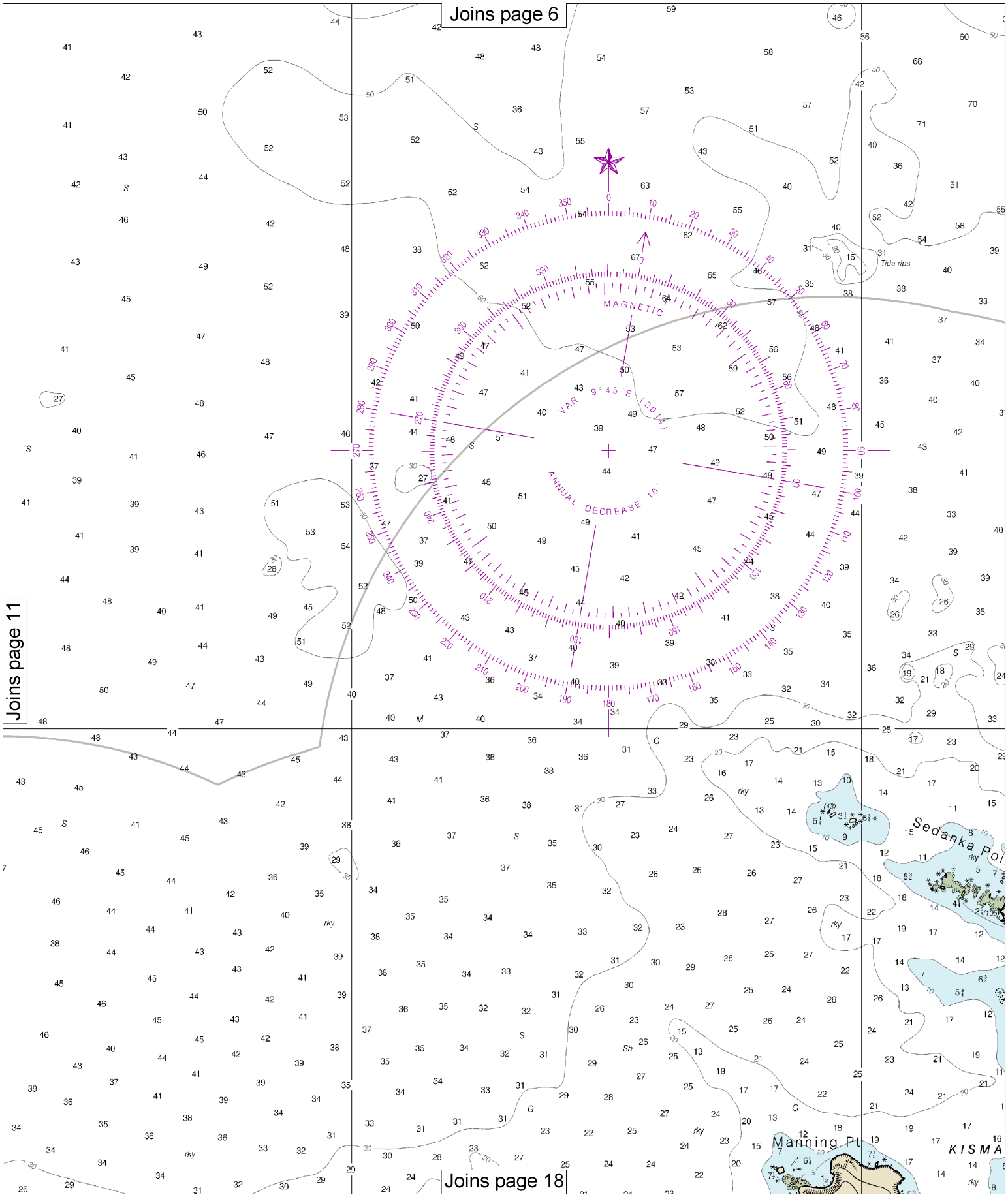
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Joins page 12
Joins page 17
MAGNETIC
VAR 9° 45' E (2014)
ANNUAL DECREASE 10'
Manning



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

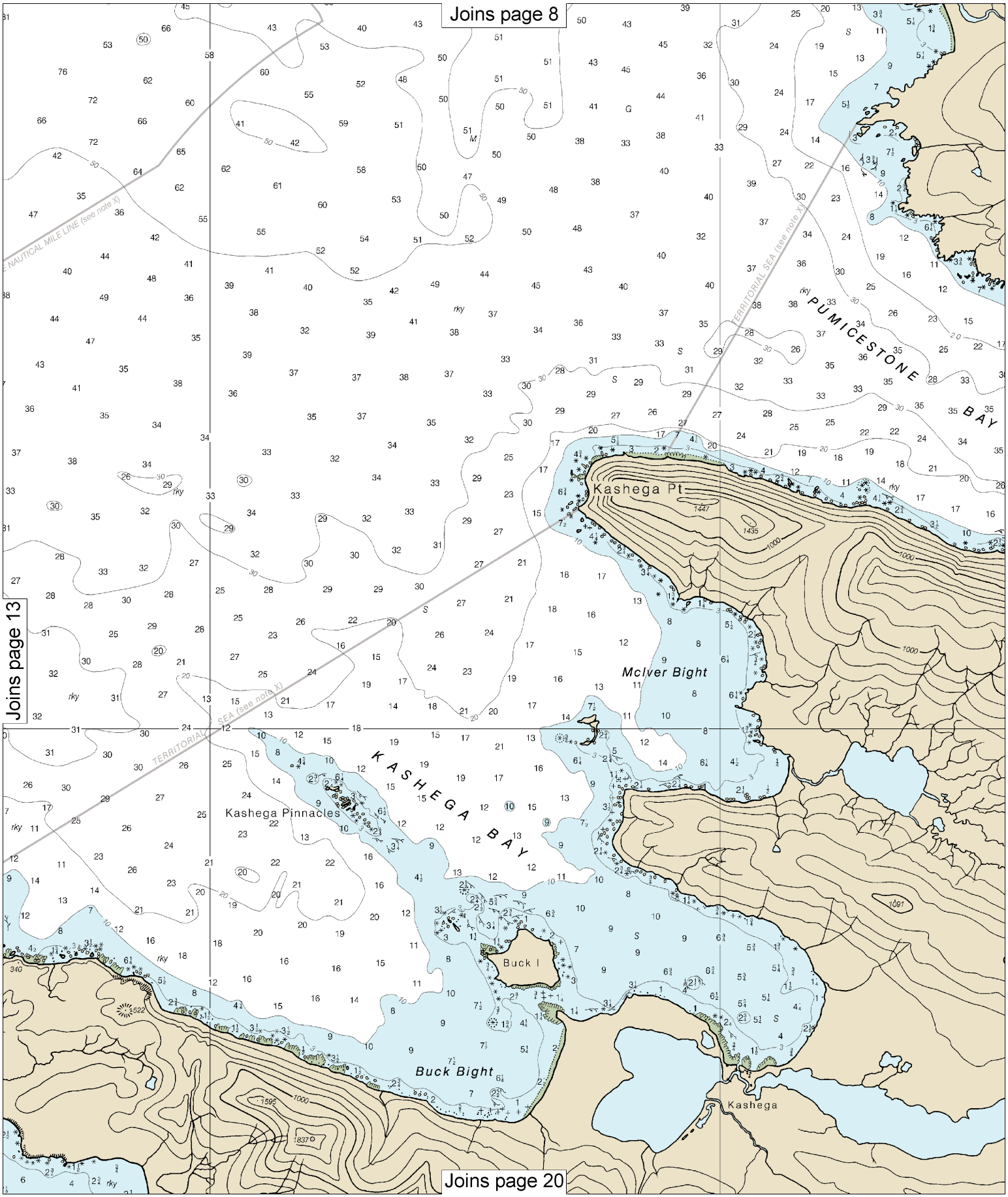
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
THREE NAUTICAL MILE LINE (see note X)
TERRITORIAL SEA (see note X)
Kashega Pt
Mclver Bight
KASHEGA BAY
Kashega Pinnacles
Buck I
Buck Bight
Kashega
Joins page 14
Joins page 19



Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

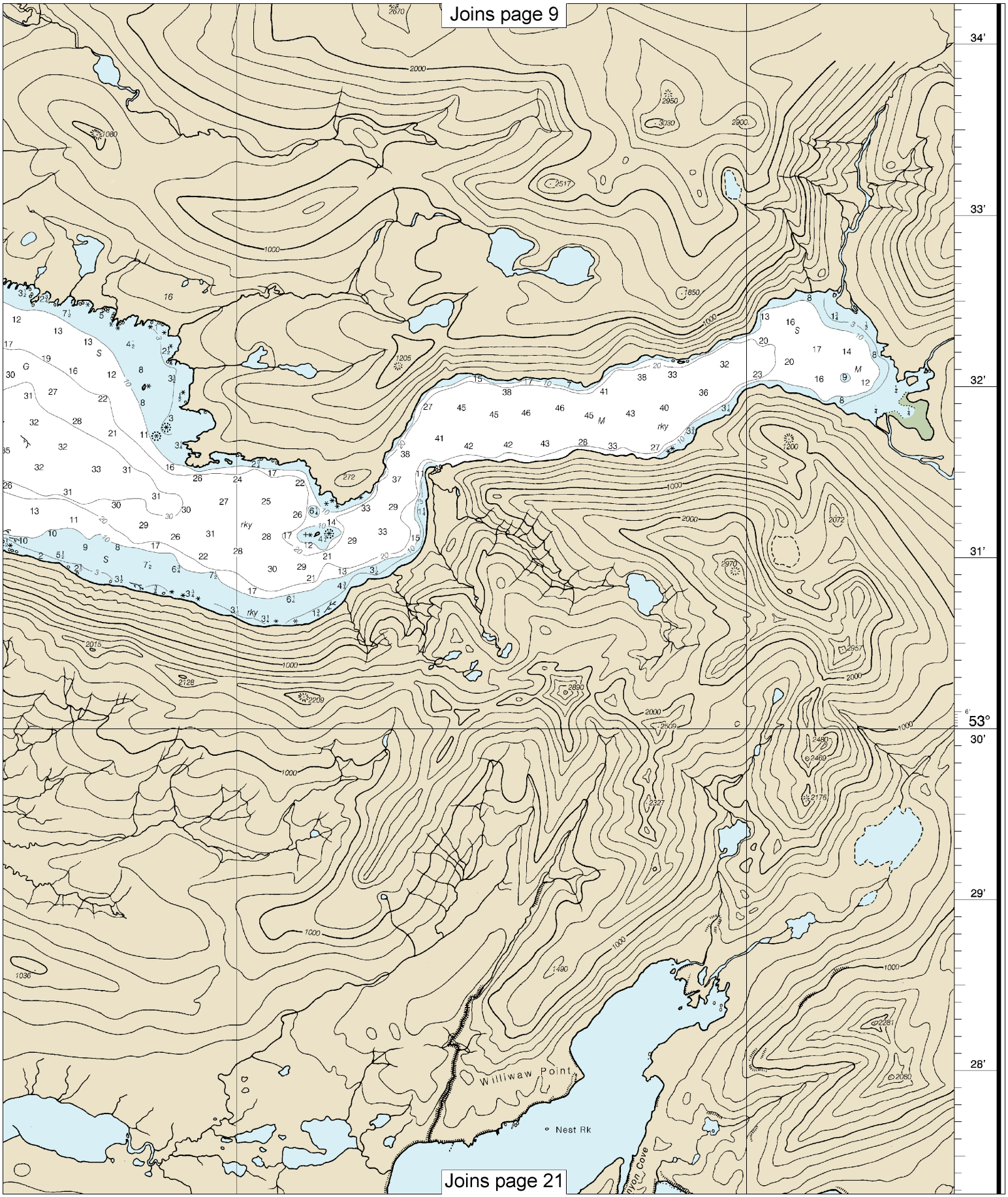
Nautical Miles

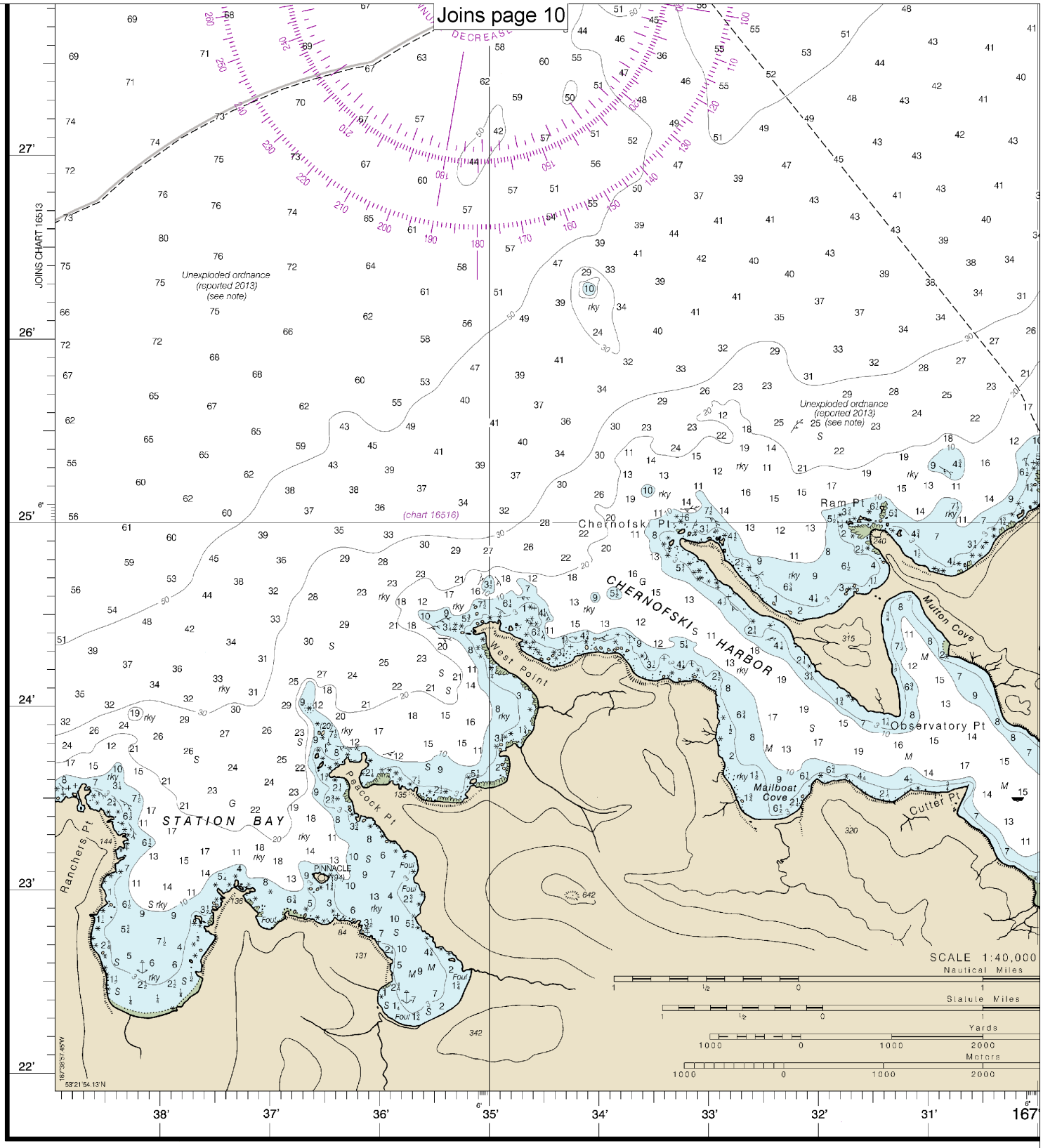
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
34'
33'
32'
31'
53°
30'
29'
28'
Williaw Point
Nest Rk
Joins page 21



16515

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit i about this chart at http://www.nauticalch

8th Ed., May 2014. Last Correction: 9/7/2016. Cleared through:
LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

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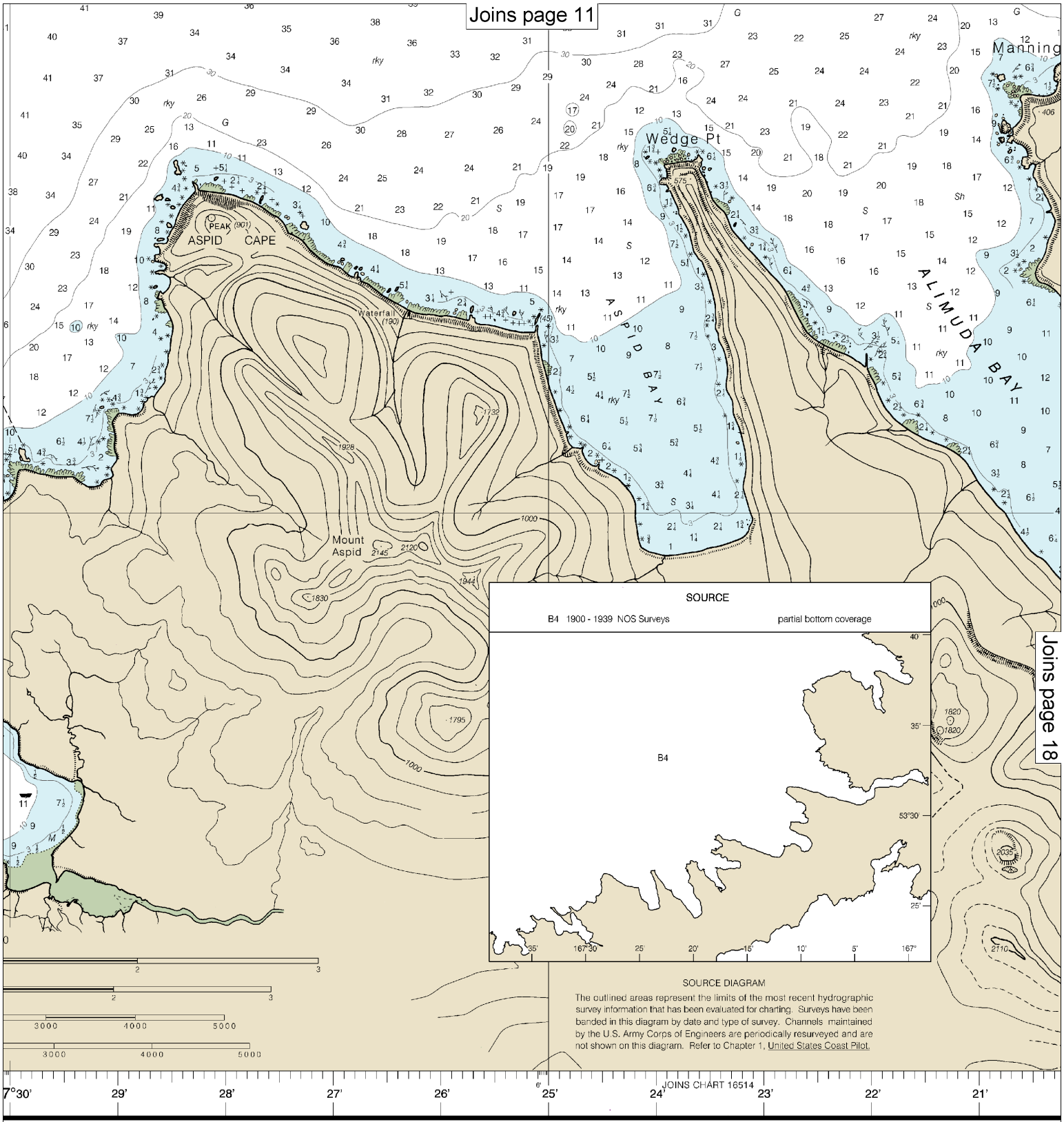
Nautical Miles: 1 ½ 0 1 2 3

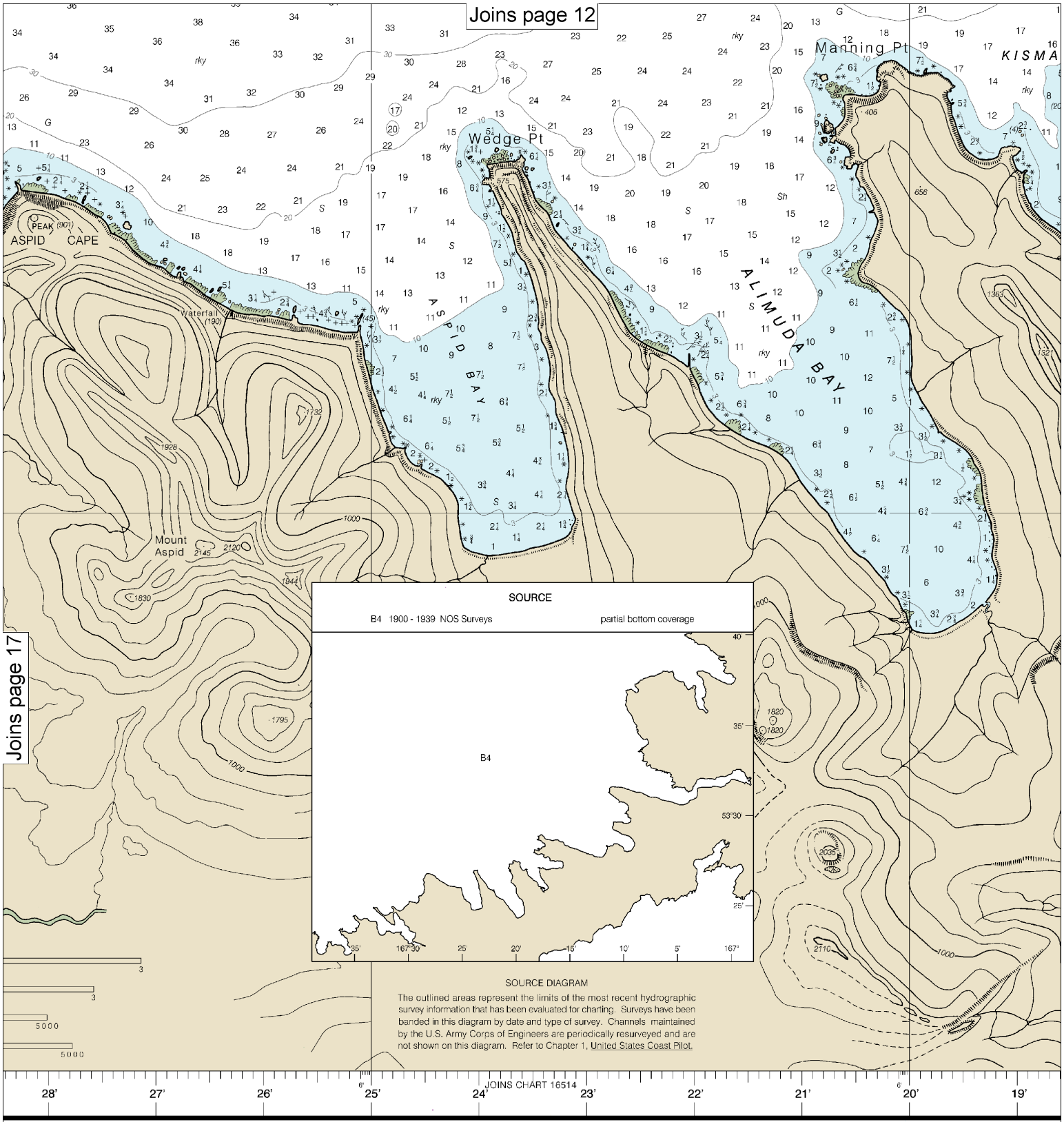
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



t inquiries, discrepancies or comments
charts.noaa.gov/staff/contact.htm.

SOUNDINGS IN FATHOMS



SOUNDINGS IN FATHOMS

Publish
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18

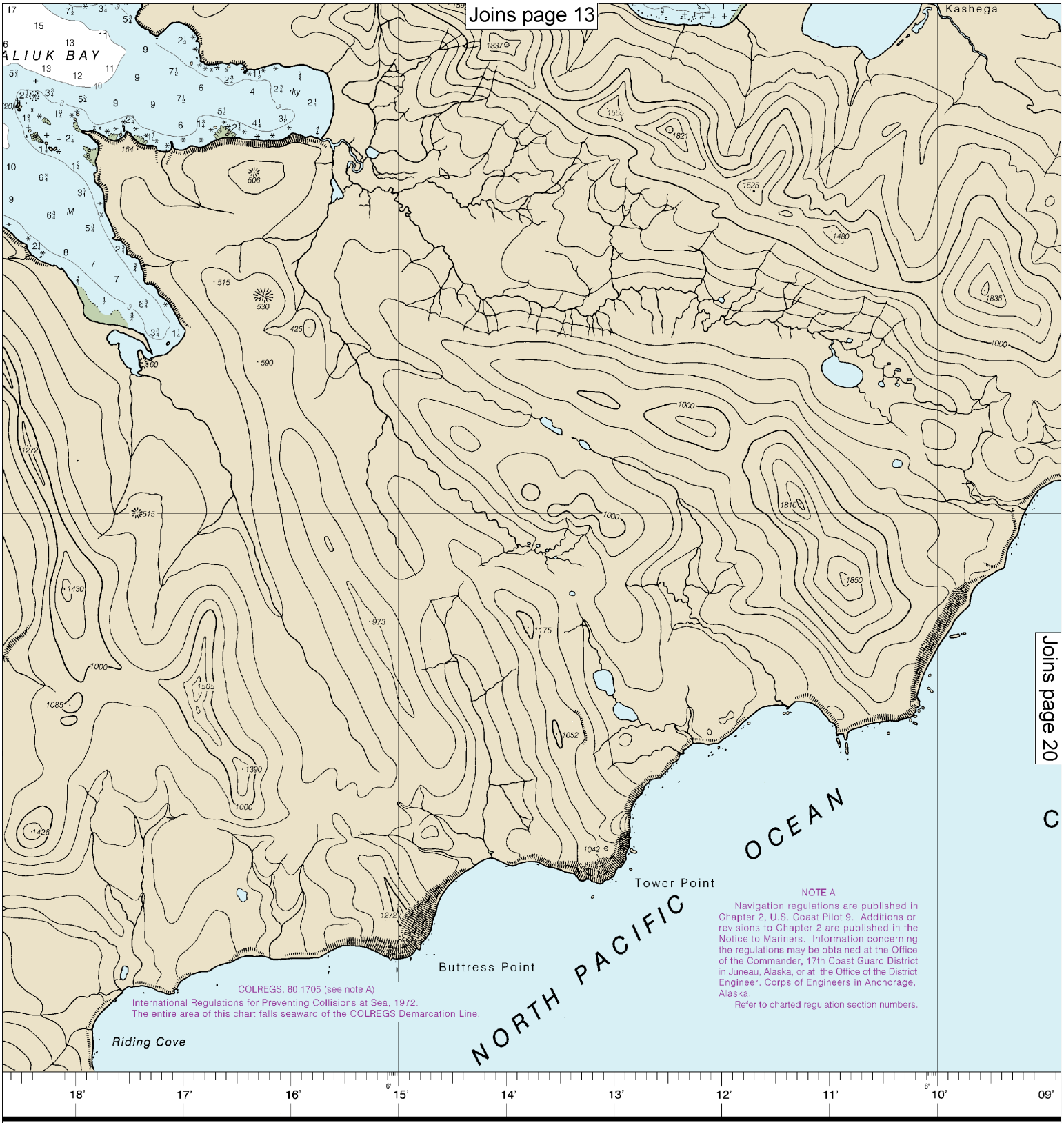
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

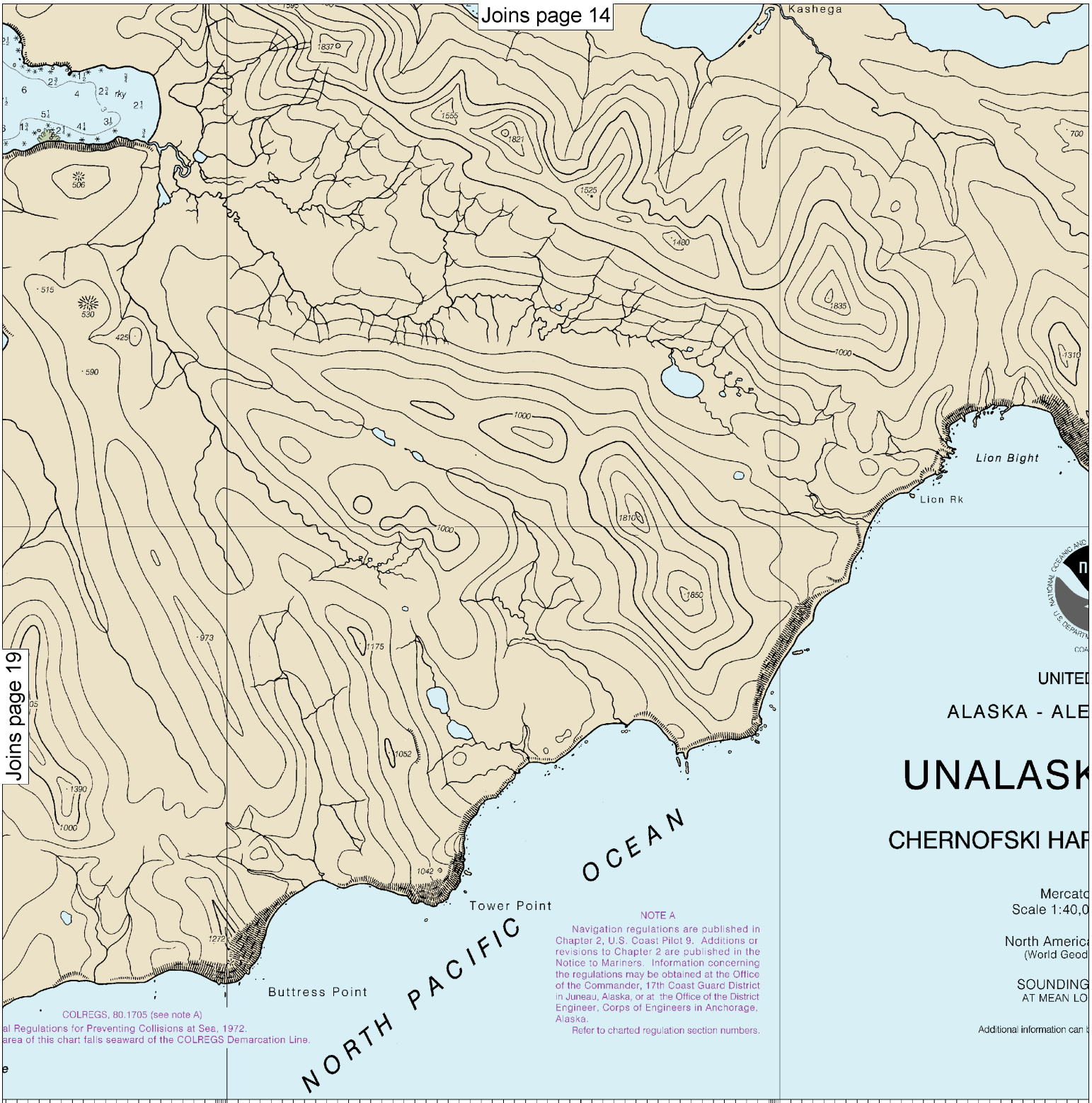
Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



shed at Washington, D.C.
ARTMENT OF COMMERCE
AND ATMOSPHERIC ADMINISTRATION
IONAL OCEAN SERVICE
COAST SURVEY

Joins page 14



Joins page 19

Note: Chart grid lines are aligned with true north.

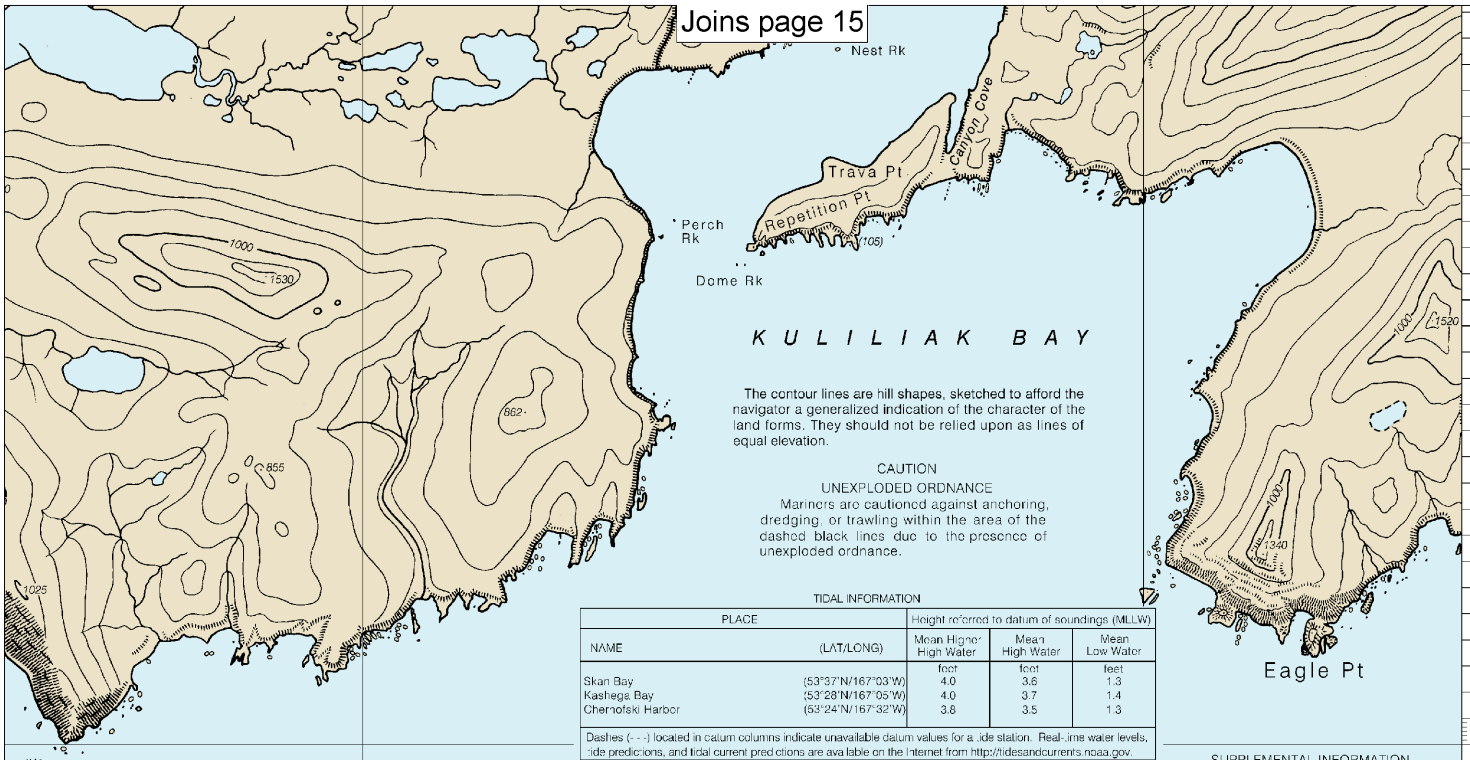
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 15



The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the character of the land forms. They should not be relied upon as lines of equal elevation.

CAUTION

UNEXPLODED ORDNANCE

Mariners are cautioned against anchoring, dredging, or trawling within the area of the dashed black lines due to the presence of unexploded ordnance.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Skan Bay	(53°37'N/167°03'W)	4.0	3.6	1.3
Kashega Bay	(53°28'N/167°05'W)	4.0	3.7	1.4
Chernofski Harbor	(53°24'N/167°32'W)	3.8	3.5	1.3

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Feb 2014)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
LT HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AREA TO BE AVOIDED (ATBA)

The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 3.137" southward and 6.761" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Unalaska, AK	WXK-89	162.550 MHz

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA ATMOSPHERIC ADMINISTRATION
DEPARTMENT OF COMMERCE
COAST SURVEY

ED STATES

EUTIAN ISLANDS

KA ISLAND

RBOR TO SKAN BAY

tor Projection
,000 at Lat 53° 39'

can Datum of 1983
odetic System 1984)

GS IN FATHOMS
OWER LOW WATER

n be obtained at nauticalcharts.noaa.gov.

27'
26'
25'
24'
23'
22'

JOINS CHART 16521

07' 06' 05' 04' 03' 02' 01' 167° W 59' 58'

JOINS CHART 16514

843.6 X 1129.4 mm

Chernofski Harbor to Skan Bay

SOUNDINGS IN FATHOMS - SCALE 1:40,000

16515

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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